

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
MONDAY, April 12, 2021 7:00 PM
Zoom Meeting

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

Chair Roos called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:	Tony Roos	Mark Carleton	Neal Klein
	Lesley Woodruff	Roger Kuhlman	Robert Sherry
	Jeff Grider	Kasper Czuk	

Members Absent: John Ehrlich and Sarah Sand

Staff Present: Kaaren Hofmann, City Engineer
Doug Rux, Community Development Director

III. PLEDGE OF ALLEGIANCE

The pledge of allegiance was performed.

IV. PUBLIC COMMENTS

Nancy Laughland, Newberg resident, said her family owned property on Meridian and she was concerned about the intersection of Meridian and Sheridan.

V. CONSENT CALENDAR

A. Traffic Safety Commission Meeting Minutes January 11, 2021

Commissioner Grider pointed out a misspelling.

MOTION: Woodruff/Kuhlman moved to approve the Traffic Safety Commission Meeting Minutes from January 11, 2021 as amended. Motion carried (7 Yes/0 No).

VI. PRESENTATIONS

A. Dorothy Upton—ODOT Region 2 Traffic Engineer

Ms. Upton discussed three locations of concern: OR 219 (1st Street) at Everest Road, OR 219 (College Street) at Sheridan Street, and OR 240 (Main Street) at Illinois Street. OR 219 at Everest was a 4-legged intersection with Everest stop-controlled. It was a 3-lane cross section with bike lanes (24 feet wide) on the highway. The posted speed was 35 mph with average daily traffic of 11,300 vehicles. There was a wig-wag style pedestrian activated system on the west leg. The intersection often queued from OR 99W at Villa’s signal and side streets.

Chair Roos said one of the biggest concerns was the visibility of the wig-wag sign.

Ms. Upton discussed the crash information for OR 219 and Everest. For 2015-2019, there were 28 crashes—2 severe, 4 at Villa, and 24 at Everest—1 pedestrian crash, and 1 bike crash. There was 1 pedestrian crash not at the enhanced crossing. Most crashes had minor street movement proceeding after

stopping. There was nothing about critical crash rates and no unusual trends. The intersection did not meet signal warrants. It was last evaluated in January 2020 using data from October 15, 2019. She did not think they should pursue movement restrictions or rerouting movements. They could consider upgrading the wig-wag activated system to a full RRFB, however it might need other features.

There was discussion regarding the RRFB option, putting stop signs on 219 and Villa going east and west bound that might slow traffic at Everest, missing sidewalk from Everest across Villa, and concerns from residents about Everest and 219.

Ms. Upton stated OR 219 at Sheridan was a 4-legged intersection with Sheridan stop-controlled and a part-time restriction from 3-6 p.m. Monday through Friday to a right turn only. It was a 2-lane cross section with no parking (24 feet wide). The posted speed was 25 mph with average daily traffic of 7,100 vehicles. The intersection often queued from the OR 99W signal and side streets. From 2015 to 2019, there were 48 crashes on Sherman to OR 99W with no fatal or severe injuries. The intersection did not meet signal warrants. Options to consider were to enforce the movement restriction or put in a physical barrier (traffic separator).

There was discussion regarding the impact of a barrier to garbage collection, emergency access, and private driveways as well as locations for the barrier and getting citizen input.

Ms. Upton said for OR 240 at Illinois, it was a 3-legged intersection on a corner with a side street that was stop-controlled. The side streets were all stop-controlled approaching the highway. There was a left turn lane on the highway and a 30-foot width south of the intersection. The posted speed was 25 mph and no parking on the highway. The average daily traffic was 8,900 vehicles on the west approach, 10,300 on the south approach, and 2,300 on the east approach. From 2015-2019, there were 6 crashes. The intersection was not investigated for signal warrants. There were no trends in the crash data and there was already a turn lane on OR 240.

There was discussion regarding the complaints about the backups on Main and Illinois, pedestrian crossing on Illinois, turning left onto Main from Illinois, speeding eastbound on 240, plans for more development in the area, and roundabout options.

Jenna Marmon, ODOT Active Transportation Liaison, said there were ADA projects coming to Newberg in 2024-2027. They were looking at what potentially could be added to leverage those projects such as the RRFB, illumination, and sidewalk infill.

B. Andrew Walker—ODOT Region 2 Project Manager

Mr. Walker gave a presentation on the design of Phase 2 of the OR 18 Newberg Dundee Bypass.

Kaitlyn Dorr, DEA Roadway, discussed the proposed intersection and sidewalk improvements for the north, south, and OR 219/Wynooski/Wilsonville intersections.

Community Development Director Rux discussed how critical the Wynooski Road realignment was to the new industrial development at the old mill site. He wanted to make sure they would not have to signalize the existing Wynooski Road because of traffic volumes as it would end up being a throw away at a huge expense and would severely impede the redevelopment.

Mr. Walker said this portion of the Bypass was ODOT's number one priority and they were currently seeking funding for it.

There was discussion regarding a left hand turn going north on 219 onto the new Wynooski intersection, bike and pedestrian access, and tying into the CPRD pathway.

Ms. Dorr explained the proposed design for Fernwood Bridge.

There was discussion regarding use of golf carts in this area, making the bridge look aesthetically pleasing, and increased noise levels.

Ms. Dorr explained the proposed OR 99W connection and intersection, Corral Creek Road connection, and Corral Creek Road/Veritas Lane connection and bike/pedestrian connection.

There was discussion regarding the proposed u-turns on the Corral Creek connection, Herbert Hoover historical marker on 99W, estimated timeline for the improvements, and signage to direct people to downtown, truck traffic, right-of-way acquisition, sound walls, and lessons learned from Phase 1.

VII. STAFF REPORTS & GENERAL INFORMATION

City Engineer Hofmann said Elliott Road was still moving forward as well as paving on North Street, Franklin Street, Willamette, and 6th as part of the Transportation Utility Fee. The City received the grant for the Safe Routes to Schools project. The Budget Committee would begin to meet next week. The next sidewalk project would be sidewalks around Scott Leavitt Park.

VIII. NEW BUSINESS – None

IX. OLD BUSINESS – These items would be discussed at the next meeting.

A. Updated TSC 20-005 – Meridian Street No Parking

B. Friendsview University Village – Decision from Planning

C. Worst Intersection List

X. COMMISSIONER COMMENTS

Commissioner Carleton said there was still a pothole on College and Mountain View. CE Hofmann said that was an ODOT road and it was a center line marker that had sunk.

Commissioner Klein suggested improving communications on projects.

The Commission thanked ODOT for the presentations.

The next Traffic Safety Commission meeting would be held on July 12, 2021.

XI. ADJOURNMENT

The meeting was adjourned at 9:10 PM.

Approved by the Newberg Traffic Safety Commission on this 12th day of July, 2021.

Minutes Recorder

Tony Roos
Traffic Safety Commission Chair